



SALT LAKE THE CITY OF OPPORTUNITIES

Nature and Man Have Co-operated To Make "The City of Opportunities."

Salt Lake Now the Recognized Commercial, Financial, Mining, Smelting, Railroad, Industrial, Educational and Social Centre of
The Intermountain States.

WHEN Brigham Young and the pioneers who accompanied him across the plains almost sixty years ago emerged from Emigration canyon, and the magnificent panorama of Salt Lake valley burst upon their sight, their first thought was that here, under the shelter of the mountains to the east, west and north; fanned by the invigorating breezes from the lake of salt and watered by torrents of melted snow pouring in from the hills—that here in the heart of the continent was the site for a great city.

The few years that have passed since then have transformed the vision of the pioneers into a living actuality. There are men still living who saw the pioneers descend from the mountains and pitch their tents on the now beautiful spot known as Pioneer square. These men witnessed the camp of the pioneers transformed into the country village, with the ground divided into ten-acre blocks, gardens and orchards surrounding each home and all watered from the streams of crystal that flowed through the streets. They witnessed the coming of the emigrants from all parts of their nation and from countries far remote. They witnessed the desert spots transformed into fruitful fields, as though the horn of plenty had been opened overhead. They witnessed the country village change gradually into a modern city, with all the factories at work that are considered essential in the upbuilding of a metropolis. They witnessed the passing of the cart and the coach to make way for the rush of trains across the continent. They witnessed the adobe shack vanish before the oncoming of the modern business block or the home of the mining prince. They witnessed the coming of the church, the school, the college, the club; the witnessed the coming of the telegraph, the telephone, the electric light, the electric street car. In short, they witnessed the working out of the great miracles of the greatest half century known to man in the upbuilding of Salt Lake City.

If the pioneers who first looked down from the mountain upon a valley devoid of life could see in the near future a great city spring up and flourish, what must be said of the man who now, after the demonstration of years, still fails to see in Salt Lake a great commercial, educational, religious and social center?

There are few such men. Every traveler who has come to Salt Lake valley since the arrival of Brigham Young has had the same thought forced upon him—that sooner or later Salt Lake City is to take a place high among the great cities in the western half of the American continent. This is more certain now than at any other time since the foundation of the community. There are more homes being built in Salt Lake City now than ever before; more wealth pouring into the city from the mines, the farms and the ranches; more families of good people coming to make this city their permanent home; more railroads carrying a greater mass of commodities into Salt Lake City; more railroads building to Salt Lake City; more men at work and at better wages; more children attending schools and better schools; more churches in course of construction, and better churches; more improvement going on in the streets of Salt Lake City; more being done to solve the water problem of the city permanently; more actual business in every legitimate line of trade; better fed and better clothed men, women and children than ever before in the history of Salt Lake City; more music, more innocent pleasure, a higher standard of morality and intellectuality; more enterprise, more confidence, more public spirit than ever before; the bow of promise never shone half so bright. Every essential element is present to carry the city forward to its ultimate destiny, the metropolis of the Intermountain region.

Great Railroad Systems Radiate From City.

Naturally, the thought of the practical man turns to railroads when calculating on the future of any city of the great west. The absence of water transportation facilities renders this line of thought important.

Many cities rise to greatness because of their water commerce. New York, Chicago and San Francisco are of this class. Others are cut off entirely from water communications and must exert their energies in other directions. Salt Lake City belongs in this class. It has always had the advantage of being an important point on the main highway across the nation. Its importance in this respect has grown as the importance of the great west has been more and more recognized and as communication between the Atlantic and Pacific has grown in importance with the commerce of the world.

It is doubtful if there is another city on the American continent today the center of so much railroad interest as is Salt Lake City. This fact is accounted for by the rivalry between the great railroad magnates and their struggle for continental business with competing transcontinental lines. Salt Lake City is

the direct beneficiary of this fierce rivalry. The completion of the Salt Lake Route from this city to the coast in southern California gives an additional incentive to the building of railroads from the east. The completion of the Western Pacific from this city to San Francisco will add still another incentive. This will make it necessary for competing lines from the east to reach Salt Lake City in order to get a quick and direct outlet to the Pacific coast, either to the northwest, to San Francisco or to southern California.

George J. Gould promises the completion of the Western Pacific from this city to the coast within two years. This will make the fourth road running from Salt Lake City to different points on the Pacific coast, with but two roads leading to this point from the east. This condition will not long continue. The Moffat line from Denver to Salt Lake City, which is now well under way and promised for the near future, will be but the forerunner of other lines from the same direction. The Burlington, the Rock Island and the Northwestern extensions to Salt Lake City from their present western termini should, in time, follow the Moffat line as a natural consequence.

The actual work going forward on the Western Pacific and the Moffat line; the prospect of the building of the other roads from the east to this city in the immediate future; the proposed fine union depots for this city within the next two years, and the unusual amount of extension and improvement work going forward combine to make of Salt Lake City the most interesting point on the continent viewed from the standpoint of the railroad. This interest of the railroad is only secondary to that of the wide awake citizen of Salt Lake.

Railroad building means more for this city than better communication with the outside world and better shipping facilities. Already it is given out that the Gould interests, which in Salt Lake City means the Western Pacific and the Rio Grande Western, will expend \$2,000,000 in the improvement of the present railroad shops and the establishment of additional ones. The number of men employed will be increased from a maximum of 700 to a minimum of 1,500. It is the ultimate object of the men back of this enterprise to build locomotives in these shops. This will mean a still greater force of men and a still greater expenditure of capital. All the heavy repair work of the Western Pacific and the Rio Grande Western is to be done at this point. This will mean a large addition to the permanent population of the city and the circulation here of a large sum of money after each pay-day.

Closely allied to railroad building is the business of distributing merchandise among the consumers. The extent to which this business is carried and the success that attends it depend largely upon railroad facilities, in the absence of waterways. It is true that Salt Lake City was a jobbing center before the coming of the railroads. Commodities brought across the plains in wagons were distributed here before the golden spike was driven in the Union Pacific system. An effort was also made to bring in merchandise by way of the Colorado river, Arizona and southern Utah. Now all wholesaling depends upon the railroads. The growth of the wholesale and jobbing business has been uniform from the beginning. During the year just closed it received an impetus as the result of better freight rates such as to place Salt Lake City among the important trade centers of the west in the estimation of all heavy shippers. This victory in rates was won partly as the result of the persistent and vigorous work of local importers and partly as the result of the rapidly growing importance of the city in the business world. The rapid increase in the amount of beet sugar, wool, meat and ore handled here played an important part in the negotiations for reduced freight rates. The value of the stuff handled by wholesalers and jobbers in Salt Lake City in the past year is placed by the best local judges above \$40,000,000.

Mining Development of Tributary Country.

All other industries in Utah sink into insignificance when compared with mining. Sweeping back the tides of the sea would have been easy compared with keeping treasure hunters out of Utah after the development of such properties as the Ontario in Park City and the Emma in Alta. Since then no corner of the state has been neglected by the prospector and the miner. Camps have grown up and become famous throughout the land. Mines have transformed ordinary miners into millionaires; a torrent of wealth has been poured into Salt Lake City; bodies of low-grade ore have been uncovered beyond the dreams of avarice; Utah has taken her place high up in the rank of ore-producing states. And yet it is realized by all men well informed in such matters that only a start has been made; that what has been done up to this time in